



March 28, 2007

SUBJECT: THE LAND DEVELOPMENT ORDINANCE COMMITTEE

The Land Development Ordinance Committee (LDOC) met Wednesday, March 28, 2007, at 4 p.m., in the second floor Seminar Room located at The Plaza, 100 W. Innes Street, to discuss rewriting Salisbury's ordinance code. In attendance were Jake Alexander, George Busby, Bill Burgin (Co-chair), Phil Conrad, Steve Fisher, Mark Lewis (Co-chair), Brian Miller, Rodney Queen, Jeff Smith, Bill Wagoner and Victor Wallace.

Absent: Karen Alexander and John Casey

Staff Present: Patrick Kennerly, Dan Mikkelson, Preston Mitchell, Diana Moghrabi, Joe Morris, David Phillips, and Patrick Ritchie

The Meeting was called to order with Bill Burgin (Co-chair) presiding. The minutes of the March 21, 2007, meeting were accepted as published; however, Rodney Queen stated that, although accurate, the minutes do not reflect the conversations that are held during the meetings. (Many conversations take place at the same time.) Meetings will continue Wednesdays at 4 p.m. at the Plaza until further notice.

CHAPTER SUMMARIES

Chapter 10

Preston Mitchell began the discussion on Chapter 10, Parking--revision date of 3-28-07. The committee ended with connectivity at their last meeting.

- Page 10-3.B, Off-Street Parking Area Surfaces--Added "Industrial Development."
- C--Parking Space Dimensions, insert a number 3--Twenty percent could be compact spaces. Compact spaces are not currently allowed. Staff to discuss 8'6" width standard x 18' long.
- E--Preston will change the minimum width of the parking lot drive aisle for 1-way for 90-degree stalls to 20 feet and clarify drive aisle width (was not in the original

- version). 90° parking needs a minimum of 24 feet—staff to come back with a recommended width. Exceptions for handicap parking are in the building code.
- Parking stalls that are 9 x 8 w/24 feet is what is required now—goal to make more flexible.
 - There is no standard in DMX (exempt). Include drive aisle width and width of space for structured parking.
 - There are currently no provisions for angled parking; angle parking can be a benefit. Staff distributed a handout.
 - The table in Section 10.3, General Parking Provisions/Required Parking Ratios, was revised; if you cannot meet the standard you must go to the Zoning Board of Adjustment (ZBA).
 - Page 10-5—Remove Parking Reductions (a) and (b).
 - Housing for the Elderly—add “and/or disabled.” Section is reducing parking space.
 - Page 10-6, staff offered proposed language for shared parking for multi-tenant developments.
 - Section E, page 10-6—take out “utility” as trailer description. (Motorcycles are not regulated.)
 - Page 10-7 #3, Shared Parking was eliminated based on the addition of the language related to multi-tenant development.
 - George Busby made a recommendation of language for Structured Parking (G). “In all districts where a parking structure is located, it shall be screened in such a way that cars are not visible from the street.” This was followed by a discussion on retail wrapping of parking structures. Change the word “active” to “non residential” use. It was recommended not to include “compact” parking in structures.
 - The committee wanted to continue a discussion on parking lot connectivity, but, since key members had to leave early, the discussion was postponed for the next meeting. Staff distributed a handout on the subject. George believes the intent is good but more detail is necessary. Victor believes it will create unforeseen circumstances and Jake promoted the use of a master plan.

There were no comments from the public. Several members had other meetings and appointments so the meeting broke up around 5:40 p.m.

DM